

Newsletter
 Volume 24
 Issue 1
 May 2011

Minnesota Grand National and T-Type Association



MAY MEETING - The next MGNTA meeting will be held at The Pizza Shop, 1037 Dodd Road, West St. Paul, MN 55118, 651-457-0777 on Thursday, May 26, 2011 at 7:00 pm

Notes From the Editor

- ◆ The below photo from our April “Car-on-Hoist” meeting at Walser Buick in Bloomington. We had a record turn out of six Turbo Regals in the shop! In Tom Shea’s absence, Roger Flint ran the meeting and as expected, it was a great one!
- ◆ We recently lost a club member with the passing of Everett Beson, look for Ev’s last “Spotlight Member of the Month” story on page 5. Thanks Everett for all the memories.
- ◆ This newsletter is a resource to all our club members, let me if you have anything you want to share with your fellow members, anything for sale, or otherwise. I’m looking forward to a great 2011!



MGNTA Club Officers

Tom Shea	President	952-892-5669	ttshea@frontiernet.net	Lakeville
Roger Flint	Vice President	952-888-0119	reflint@comcast.net	Bloomington
Tom Rhude	Treasurer	651-653-9169	trhude@q.com	White Bear Lake
Abe Shoberg	Web Master	612-387-4013	webmaster@mgnta.com	Bloomington
Curt Carlson	Newsletter Editor	952-201-0759	curtc@comcast.net	Maple Grove



President's Post

By Tom Shea



Our next meeting will be Thursday May 26th. 7 PM. This will be our first time at "The Pizza Shop" at 1037 Dodd Rd. West St. Paul. Ph. 651-457-0777.



Thursday nights are the night for cars to gather there. It should be similar to the Minnetonka drive in.

This year's remaining meetings schedule is set as follows. May-Pizza Shop, June-Wagner's, July-My place, August-Minnetonka, September-Dan's, October-JR's, November-Fudds Feed, December-No meeting.

I was not able to attend the April meeting. This is our traditional annual "Car on Hoist" tech at Walser. I talked to a couple of members that indicated it went well. We were able to get several cars up on hoists and I'm sure Roger will have some notes to share.

There was some confusion about the procedure for getting the cars on hoists. In the past it was

Walser's policy to have their techs place the cars prior to leaving for the day. This required the member's cars to be there prior to 6 PM. We have not been constrained by this policy for the past several years. We have been lucky. We will have to be more concerned in the future, since there could have been a problem for us at this meeting.

Thanks to Roger and Dan for dealing with this. Dan is a recognized tech from a local dealership and Roger found one of the techs still at the shop. This saved the car on hoist tech session. It could have easily been different. Next year we will be there earlier. Sorry in advance to the members whose cars we use. They will have to show up while the tech is still on the clock, before 6 PM.

Tom Rhude had the T-shirts ready for those who had placed orders (see photo below). I will have to get mine at the next meeting.

Good news about Jaysen. He was able to arrange to attend school near here, so he will not have to locate to the east coast for the next few months instead.





President's Post (continued)



He will now be able to resume his Co-Chair duties with Kevin on the race committee, and we will all be able to enjoy his company here.

Todd, our Pontiac club contact was present. He reported that the concern about the Memorial Day weekend "Joint Event" was addressed and the co-committees were co-conspiring to settle on a new date that was not a holiday weekend. It looks like it might be August 6th.

Dan and I have both confirmed that the meetings at our places will be on the last Saturday night of the month instead of the last Thursday. The July meeting will be at my place, Dan will host the September one. This should allow some more enjoyment due to the ability to socialize later without the concern for either disturbing the neighbors too much on a week night or having to get up early for work the next morning.

There is still the possibility of other additional summer season events. These will be listed on our site and possibly on autoswalk.com if they are large open events.

A few large open events are as follows. Mopars in the Park, 6/4/11, Dakota County Fair grnds. All GM, St Fair grnds, 6/5/11. All Ford 6/5/11, Apple Valley Ford. Back to the 50s, 6/17/11, St Fair grnds. Plastic Fantastic Corvettes, 6/12/11, Village Chev, Wayzata. Lakeville Pan-O-Prog, 7/9/11, Main St Lakeville. Car Craft Summer cruise, July 21,22,23, St Fair grnds. Muscle Car Classic, 8/7/11, Eden Prairie. Summer Spectacular, 8/27/11, Dakota Co Fair grnds. Jesse James, 9/10/11, Northfield. All Buick, 9/17/11, Stillwater Motors. Midwest Swap, 10/2/11, St. Fair grnds. The GS Nationals, first time in the Fall, October 19 thru 22.

On a sad note, I have some news about a friend and fellow member. Everett Beson passed away on Tuesday evening, April 26th. He was 89 years old on Valentine's Day, this year. He was a club officer "emeritus" and a real asset to us all. Ev was a retired Colonel in the US air Force. He was also a mechanical engineer and had a very good working knowledge of these very complicated and difficult cars.

I met Ev in 1991 at a club race at Rock Falls. We have been friends since. We both have gone



President's Post (continued)

through about the same evolution with our cars at about the same time. That took us from near stock to something that should be considered pretty noteworthy. These shared experiences with such similarities, was the basis for the longstanding relationship. We attended many race and show events together, including the GS Nationals a few times.

I'm proud to say that he chose me to be the hands on guy for his car. In turn, I looked to him to be my mechanical engineering tech resource. I always had more questions for him than he had time to explain. He was a wealth of information, very convenient for me! He was shrewd when it came to getting the most bang for the buck. This helped me as well, almost like riding on his coat tails. He did much of the research and negotiating, while I went along for the ride. We were able to obtain a better deal from vendors by getting two turbos etc instead of just one. Our cars were very similar at that time, right down to the "Limit Engineering LT-61" turbos.

Ev had a clever and quick wit that was easy to like. His life was full of interesting experiences that started about the same time as my own fathers. There were times that we would be attending some event together and people would assume that we were father and son. He had a wide range of experiences that I found interesting, as I'm sure most guys would. Thinking about it now, I can see what a full and rewarding life he had.

We have a mutual friend that once made a comment about us that I always think of when I think of Ev. The comment was that we made him think of the movie characters from "Grumpy Old Men", a classic old buddies' movie. I always smile when I think of that.

I remember Ev being concerned about my health and diet. He would say "that would be good with a little Butter" when he saw me using more butter than he approved of. I would respond by asking him if he would like me to pass him the ketchup. He put Ketchup on everything. He tried to put some on my wife's home made lasagna. She caught him before he could get away with it. She scolded him quite severely. It's one of the only times I witnessed him to be intimidated by anyone. She is an imposing physical figure at 100 lbs and 5 ft nothing.

I am sorry that we did not get the chance to go racing one more time. In the last few years it seemed like I had become even busier than when I was working more than full time and gone for days, weeks and months at a time. I'm not sure how it happened, but my





President's Post (continued)

dad predicted it when he told me that once he got retired he didn't know how he ever found time to go to work. It is sad that we didn't get a chance to run his latest build at the track. I put it together for him, and I'm pretty confident it would have been more powerful and faster.

Some of us were concerned that Ev was getting a little too old for the dangerous demands of the sport. We were worried that something could happen if he had even a slight laps of concentration. That kind of thing happens to us all, but it seems to increase with age. I can see it in myself, and it was also evident with Ev. I hope to be able to perform as well for as long as he did. But diminished capacities were definitely a concern. There was more than one voice in my ear saying to think about the possible consequences.

How would I have felt if Ev had an incident while racing? At first I thought, "right, better not contribute to the delinquency of an elder"! After some additional thought I wondered how I would want to be treated in his position. It occurred to me that I would want to take the chance and I would not be too pleased with anyone that interfered. As it turned out for me and Ev, it was moot, due to my scheduling difficulties for the past few years.

I hope I will be able to take the chance and push the limits when my time comes. I would like to go out in a blaze of glory and have no regrets about not going for it. My mind paints a picture of the blaze of glory being some good runs with no problems me-

chanical or otherwise. This is not true life. More likely, the case will be I will have at least some difficulties. The romantic, mind's eye picture that we paint is always way too optimistic. Racing is demanding on the equipment as well as the driver. There is no telling just what will happen at any given race. It's not often that everything goes well.

With the previous paragraph in mind, maybe the best thing is what happened with Ev. He was able to anticipate us going racing this year. We talked on Sunday and Monday, just one day before he passed. He had his GN towed over to my shop. He had some concerns about how it was running as well as a transmission problem. I checked it out here and then brought it over to Master Transmission to have them pull the tranny. It needed to be gone through.

In Ev's mind he was planning for us going to the track, when I got his toy working well and back to him. This is, in my opinion, is the best kind of fun to have with these cars. It's the easiest, since there is no actual physical effort, just fantasy, and no possibility of unforeseen difficulties. We all are familiar with the term "Bench Racing". He was thinking ahead to that day when we would roll his car off my rig at the strip, and he would make those few good passes, with no problems. We would then load ABL2FLY back up and roll on home, patting ourselves on the back for a job well done. Laughing and talking and planning our next outing.

That's my story and I'm sticking to it!





Spotlight Member of the Month - Everett Beson

Going Fast with Ageless Class

Ageless is a polite way of referring to someone of my years. I was 86 years old on my last birthday, Feb. 14th 2008. Born in 1922, I have had my share of life experiences, including military service during WWII. Many memorable speed related experiences are encompassed by the theme of this article. I would like to share a few highlights.

There have been times in the last few years that I have been reminded of my age. Sometimes by the jesting of my fellow MGNTA club members and racers. Other times by the various and sundry subtle reminders that we all experience as we grow in wisdom and the less desirable side effect, AGE!

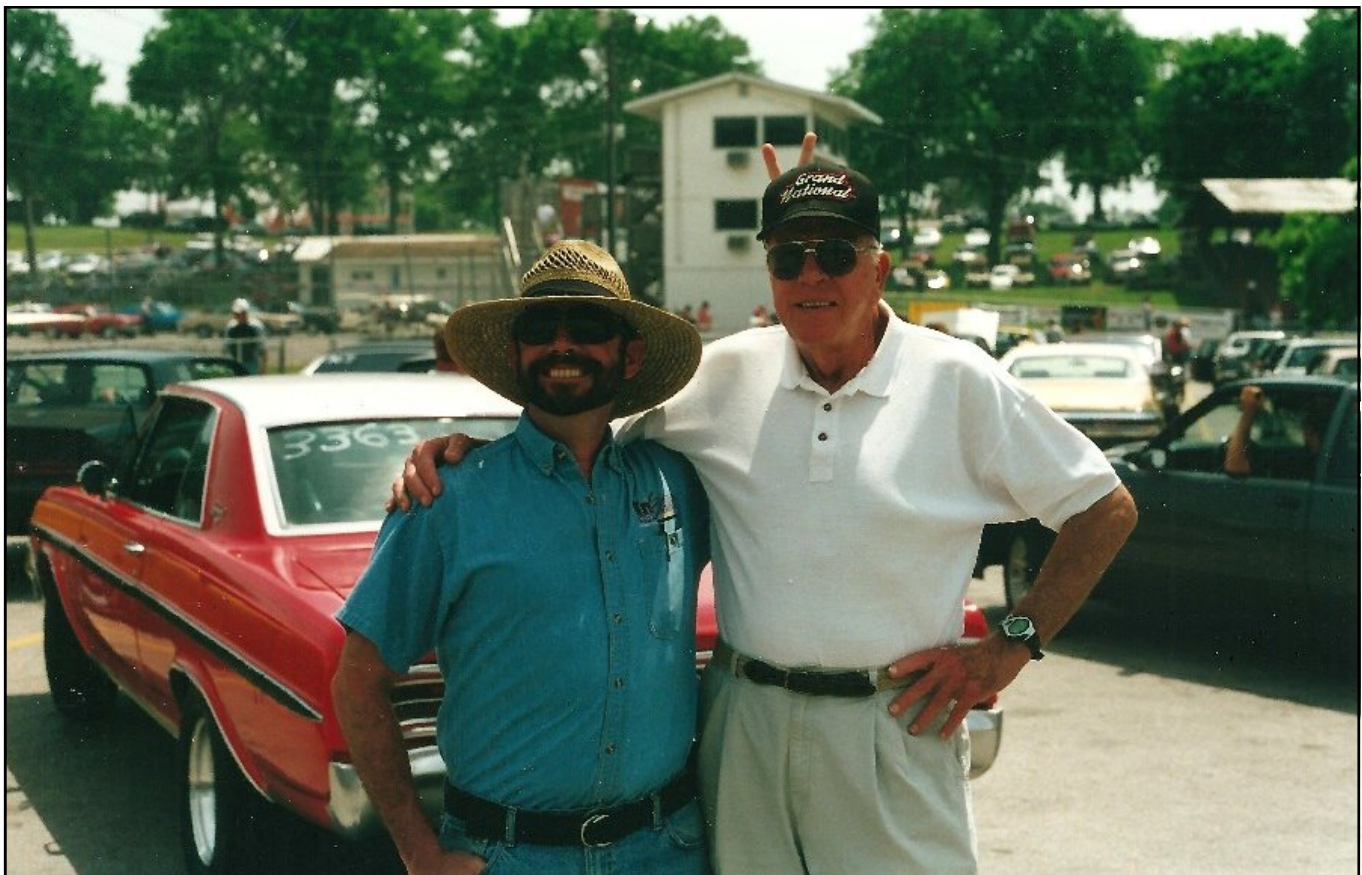
It was a bright, sunny day at Rock Falls Raceway. One of those cool October days that Turbo Buick owners love. I was in a long line of cars, waiting to stage and line up for a trip down the tarmac. A young fellow with a broad smile poked his head through my window and asked, "do your kids know you're here"? I could have quipped, "no, but my grandkids do"! Actually, the two boys were in the grandstand, waiting for "gramps" to take on and beat a 70's Dodge Hemi. But hey, that all happened 17

years ago! Not the first time I was reminded that I was the oldest man on the track.

This whole episode got me to thinking, and to ask myself what brought me to this place in life's rich pageant? When did it all begin? You could say that it was the need for speed. In Psych 101, the professor would say it had something to do with "the mastery motive" i.e. that special thrill that goes with being able to control a powerful force with a small physical gesture. Could something like the charge I got in my first drag race when with a small motion of my right foot, I sent me and 3,600 lbs. of Buick charging down the drag strip at over 115 mph.

Before "speed" was in my lexicon or had any real significance to me, my mother with her special sense of humor nicknamed me "Speed". Why? I don't know, because as a gangly, ill-coordinated 15 year old I was never in a hurry for anything.

I remember the early days of my first driving experiences, as an irresponsible, newly licensed, sixteen year old, when sex was safe and racing was dangerous, I was terrorizing the neighborhood in my folks 37 Packard. In the days of my callow youth my motto was "if it had wheels, I'd race it, if it had a skirt, I'd chase it!"





Spotlight Member (Continued)



These were probably the first of numerous prophetic and coincidental events that would irrevocably link my life with speed.

In 1942 I enlisted in the U.S. Air Force as an aviation cadet. In August 1943, I was commissioned as a second lieutenant at Yale University with a seven-day delay in route to my first assignment, I had time to return home and marry the girl that was to be the mother of my three boys.

During the following years, I trained pilots of B-25s and B-26s. Afterwards I transitioned from active duty, to the Air Force Reserve. I attended the University of MN, engineering. I participated in the early phase of the space program, in the development of the life support systems. This included experiments with very high altitude manned balloons. I had the honor of working with the "Fastest Man on Earth" at that time, (600 mph rocket sled ride!) Col. John Stapp MD. I retired from the AF Reserve after 22 years, but continued on my quest for speed.

At age 63, I was ready to trade my '85 T-Type for an '87 GN, after having a ride in it. I was so impressed with the performance that without having time to kick the tires, I bought it. I had owned a lot of Buicks and other GM cars but nothing moved like that!

The importance of speed was coming back into my life, the '87 GN was a joy to own, but like most owners of fast cars, I wanted more. The modifying and tweak-

ing started before I had run through my first tank of high octane racing fuel.

The evolution process continued over the years until I ended up with the current iteration, an aluminum headed, 10-second recipe car.

I'd like to say that after 19 years of racing and showing the car that I'm happy with the car as is, but even though it's beautiful, fast and in perfect condition – maybe just one more modification, alcohol injection, so that I can get more performance out of pump gas.

When I reflect on how speed has been part of my life, I'm reminded of these significant events:

- My first solo flight in a military aircraft.
- My first trip down the quarter mile drag strip in my GN.
- My meeting and working with the fastest man on Earth.
- My marriage to my second wife "Dodie" and introduction to my new stepson Steve who is the voice of Formula One Power Boat racing on Speed Channel TV

A 120 mph ride in an F1 power boat on Lake Como, Italy arranged by my stepson Steve, (the voice of Formula One Power Boat Racing on Speed Channel TV).

I know cars can't talk, but sometimes on warm



Spotlight Member (Continued)

summer nights, I swear I hear a raspy whisper that seems to float in on the breeze that comes from the direction of the garage where I park ABL2FLY, calling “get off your butt and let’s go for a ride!” ABL2FLY is the personal MN license plate on my GN.

Something occurred recently, that reminded me how to have fun with my toy without actually racing. My wife and I were in my GN, waiting at a stoplight when a throaty sounding Camaro pulled alongside. The driver gave the GN the once over, bumped his throttle and gave me that expectant look that says “let’s go.” I leaned over and said “I’d love to race you, but it wouldn’t be fair.” As I pulled away slowly, I glanced in the mirror to note the Camaro, following at a respectful distance, the driver displaying the familiar, complementary thumb-ups.

As you can see I’ve had to step up to the cash register many times. Though I’m a mechanical engineer with 20 years experience, it has taken me too long to realize how little I know about cars and drag racing. Many thanks to the M.G.N.T.A. club members who introduced me to a wonderful hobby and who made the learning experience so much fun. Special thanks to Tom Shea, my pal and the Turbo Buick guru in these parts, who helped me transform my bone-stock GN and “the little engine that could” into a “Evil Machine.” Also thanks to J.R. Griffin, Jack Pendizmas, Bobby Peterson and to Rich Lasseter whose GS X-TRA’s informative articles have keep us tuned in to what’s available and what we Buick owners need to “go fast with class.”





Gopher State Buick Club Spring Extravaganza

It was the It was the coldest car show I have ever gone to!
I am also a member of the Gopher State Buick Club so I had to
work from 6am - 10am and even with extra layers of clothing I
was frozen. The wind was a killer, it went right through to the
bone. Oh! did I mention that I froze my nuts off.



Many of the people went home early and the rest of us
asked the judging be wrapped up early so we could get the hell
out of there. We gathered in the main tent about 1pm and they
started awards early about 1:30. The new member, I think his
name is Brad Netzloff, got 1st place and I got 2nd for the GN's.



Thanks,
Roger Flint

For Sale

For Sale: Nice Grand National, 23K miles, runs great due to the tune from Tom Shea, \$25,000, call Gary Bistodeau, 612-940-5940

For Sale: 1987 WE4 Turbo Regal, 44,000 miles, all original condition, asking \$13,000, all Jack Pendizamas, 763-878-1420

For Sale: 1987 Grand National, highly modified, 35,000 miles showing on the replacement GNX style dash, Engine, aluminum heads, not numbers matching but fairly fresh as is the transmission, overall good condition, this is the late Everett Beson's car, taking offers, contact Tom Shea, 952-892-5669

For Sale: 1987 Buick Regal T-Type, with T-Tops, 4 new tires, new hyd roller cam, new turbo, alcohol injections system, totally rebuilt engine and transmission, this is a fast driver, AC and cruise works, V6 turbo charged intercooled, runs on pump gas, sub 12 second car, \$12,900 or best offer, call Clem Crowley, 612-619-7833





2011

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DAILY EVENT PRICING

Friday

- \$20 spectator member
- \$25 spectator non-member
- \$40 racing before 6PM all makes/models
- \$20 racing after 6PM all makes/models

Saturday

- \$20 spectator member
- \$25 spectator non-member
- \$40 member show
- \$50 non-member show (Buick & TTA ONLY)
- \$40 member race
- \$50 non-member race (all makes/models T&T only)

Sunday

- \$20 spectator member
- \$25 spectator non-member
- \$40 member race BUICK Powered ONLY
- \$50 non-member race BUICK Powered ONLY

- Discount on spectator pricing
- \$45 member 3-day pass (save \$15)
- \$60 non-member 3-day pass (save \$15)

- Discount on spectator/show pricing
- \$65 member 3-day pass (save \$15)

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Tony Rose: TROSE231@hotmail.com

Turbo Trans Am Direct Contact Info:
Jim Chaudrue: phillyturbosix@comcast.net

kids under 16 are FREE

**** FREE VENDING ****

FOR GENERAL INFORMATION CONTACT SEAN RYDER - gbsean@optonline.net

CRUISE NIGHT EVERY NIGHT IN THE RUBY TUESDAY PARKING LOT!



Car shows and MGNTA Events

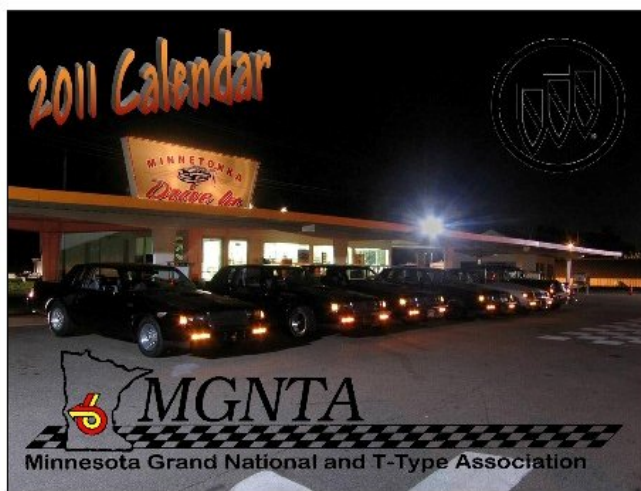


- ◆ May 26, 2011 - May MGNTA meeting , The Pizza Shop, West St. Paul, MN
- ◆ June 5, 2011 - All GM Show at MN State Fair Grounds
- ◆ June 17 - 19 - Back To The 50's, MN State Fair Grounds
- ◆ June 24, 2011 - Arrow Buick GMC food shelf car show, Inver Grove Heights, MN
- ◆ June 30, 2011 - June MGNTA meeting , Wagner's Drive In, Brooklyn Park, MN
- ◆ July 1, 2011 - BIR Show and Go car Show, Brainerd International Raceway, Brainerd, MN
- ◆ July 9, 2011 - 6th Annual Samaritan Tire Car Show, Minnetonka, MN
- ◆ July 16, 2011 - 27th Annual Midwest Drag Racers Association car show and swap meet, Ellingson Car Museum, Rogers, MN
- ◆ July 30, 2011, Saturday - July MGNTA meeting at Tom Shea's house, Lakeville, MN
- ◆ July 29 - 31 - Buick Performance Group Nationals, Hebron, Ohio
- ◆ August 25, 2011 - August MGNTA meeting at the Minnetonka Drive In, Spring Park, MN
- ◆ September 10, 2011 - 10th Annual Tomahawk Car Show at Valley Automotive Group, Apple Valley, MN
- ◆ September 17, 2011 - All Buick Show at Stillwater Motors, Hosted by the Fireball Chapter BCA, Stillwater, MN
- ◆ September 24, 2011, Saturday - September MGNTA meeting at Dan Weissmann's house in North Branch, MN
- ◆ October 19 - 22, 2011 - Gran Sport Club of America Nationals, Bowling Green, KY
- ◆ October 27, 2011 - October MGNTA meeting at J.R.'s shop in New Hope, MN
- ◆ November 29, 2011 - November MGNTA meeting at Fuddrucker's Restaurant, Bloomington, MN

2011 Club Calendar

I still have a couple 2011 MGNTA club calendars, see the photos below. Since the year is half over, if you want one, they will be half price, \$10 each. Let me know if you are interested

Thanks, Curt



Minnesota Grand National & T-Type Association
2011 Club Calendar



January



February



March



April



May



June



July



August



September



October



November



December

16163 Logarto Lane
Lakeville, MN 55044

FIRST CLASS MAIL
TO:



Directions to The Pizza Shop

